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the valley or on the hill sides, 75x200 kick coming about the grub they had and 100x150.

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ROCKS in quantities to suit, for sale They were steering by the chart when in the quarry or delivered in town.

6. ROCK QUARRIES of building stone for sale or lease. A good oppor- the Eleu fast to her and then began to tunity for contractors and new build- pull. The rope parted and we made ing firms to work or own their own fast again. After pulling for quite a

7. Land suitable for SMALL FARM-ING, CHICKEN RANCHES, MOUN-TAIN HOMES, Etc., for sale or lease.

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PROPERTY and sites for hotel purposes, three to four miles of the Postposes, three to four miles of the Post-office, for sale or lease on favorable The Iroquois is not fitted with the business men and the general public for

WATER FRONT

British Bark Dunreggan Ashore at Diamond Head.

COMING HERE FROM EUROPE.

EFFORTS OF THREE TUGS FAIL TO GET HER OFF THE REEF.

Strike on the Eleu-Chinese Firemen Object to Overtime Work Without Pay-Marion Chilcoot and Lewers Sail.

The British bark Dunreggan, 147 days from London, with cement and Water-proof cold-water Paint, in- fertilizer for this port, went on the reef at Diamond Head about eight o'clock yesterday morning. At the time the vessel struck she was piling along under a big spred of canvass with a fair easterly breeze blowing. She struck, as near as can be recollected, just where the Diamond Head was wrecked some years ago. Charley izers and finely ground Bonemeal. Peterson, the lookout at Diamond Head, says that the vessel came down the coast with a free wind and sailed but the weight of it and the strain of right onto the sand pit.

As soon as the news of the accident reached town the tag Eleu went to offer had been let go, began to drag, and as assistance to the vessel. The captain the vessel was getting into very shallifirst class investment. refused to engage the services of the low water and it was beginning to tug. The Mokolii, which was off Wai- get dark. Captain Fund determined to kiki taking up the buoys of the William Carson, also hailed the Dunreggan and the captain said he was all right. worth. When Captain Brokaw of the new tug Fearless heard of the bark being ashore, he concluded to go out to her. The engines of the tug were disconnected as they were being given an overhauling, but all haste was made to get the boat ready for work.

At a quarter past ten the Fearless stranded vessel. At twenty minutes but wanted to know what the price all the time.
would be. Brokaw said \$20,000. The Opinion is equally divided as to

would not get any money. the tug and the work of trying to get the vessel off the reef began. When the vessel was first spoken by the Fearless she was rolling heavily in the swell, and every once and a while she would strike the bottom with a jar that would keel her over and make the whole vessel tremble. At the time the strain

was put on the stranded bark she was headed almost due west. The tug succeeded in heading her towards the south, but try as she would, could not George R. Carter, representing the consignees, seeing that no headway had been made with the tow, asked Captain Brokaw to signal for assistance and this was done at half past twelve. In response to the signal the Eleu which had gone back to port started out again, followed by the U.S. S. Iroquois. Soon after signalling for the other tugs Cap-tain Brokaw signalled to the captain of the bark to take in sail and to begin

throwing out some cargo to lighten the vessel. This was done, but it was very slow work. Barrels of cement were thrown over the side and several tons of cargo were gotten rid of in this way when the tide began to rise and the vessel appeared to ride easier, not pounding so hard or so often as earlier in the morning. At 2:30 the Eleu arrived and got a line to the Dunreggan, but the combined efforts of the two tugs did not budge her. The Iroquois

stood by to lend assistance if she was called upon.

The Eleu returned from the Dunreggan about 5 o'clock yesterday afternoon. Captain Hilbus makes the fol-

lowing report of the trip: "We were signalled to return to the tranded vessel, and proceeded to the Offers for Sale or Lease bark, arriving about 3 o'clock. I had letter to the captain from the agents and when I got there a boat put off from the Dunreggan and took me of land in Palolo Valley for building, aboard. The captain wanted to know if I was going to assist in getting him off, and I replied that I was there for that purpose. He then wanted to make each 15000 square feet with streets all and I told him that I was in the gov-

an agreement with me as to the price. ernment employ and could not make any terms. His men were on a strike | The schooner W. H. Smith, in ballast, and were going about their work in a 3. SINGLE BUILDING LOTS in very shiftless manner. They had a been getting, and did not seem to care whether the ship got off or not.

The mate and I got some of the men 4. 5 AND 10 ACRE Lots of CLAY to work after giving them all a glass of sewer pipe, flower pots, fire clay, etc. o he got into his trouble, that he had laid the course of the vessel down on 5.0 000,000 TONS SHIP BALLAST the chart so as she would clear Diamond Head by three-quarters of a mile. they struck and the captain does not know how it happened. He thinks the

hart is wrong. "I left the vessel and got a line from long time without moving the vessel our hawser parted again, and as I had no more towing line I came back to

While on board I asked the captain and mate if the vessel was leaking. One said no, the other said yes. The Iroquois stood off from the time she ar-8. ROAD METAL, CRUSHED rived until just before I left without leaving the big tug got a line fast to

the Dunreggan. Captain Pond of the Iroquois was seen when his vesseel returned to the dock last evening. He had the same experience as Captain Hilbus with the captain of the bark. He was asked how much the charge for assistance would be, and when he told the Britisher that as a United States navy vessel be could accept no compensation for ser-10. BEAUTIFUL SUBURBAN vices rendered, the skipper seemed du- been enlarged and improved, though

proper lines for towing a vessel in the so many years.

TIDES, SUN AND MOON.

p m Ft. a m s m a m. Sets. 6 1 m 19 m 3 m 8.27 5.35 6 36 1.25 7 1 31 1.6 0.54 6 2 9.00 5.35 6.35 2.22 Wed 8 2 31 2.0 1.50 1 15 2.31 3.06 34 3.00 Thur 9 3.09 2.0 2.37 8 10 10.00 5.25 6.34 4.25 Rs's Fet 10 3 45 3.0 3.22 8 16 10 30 5 21 6 33 6 30 Sat 11 4 31 1.8 4.07 2 18 10 52 5 37 6 33 7 17 Sun. 12 4.49 1.7 4.53 11 30 10 39 5 37 6 32 7.59 Mon. 13 5.40 1.4 5.41 a n. 11 30 5 38 6 31 8 45

Full moon on the 10th at 11 a. m:

MOVEMENTS OF STEAMERS. Steamers due and to sail today and for the next six days are as follows:

ARRIVE.

America Maru-S. F. Aug. 10 Alameda-S. F. Aug. 15 City of Peking-S. F. Aug. 18 Gaelic-S. F. Aug. 28 Australia-S. F. Aug. 29 Hongkong Maru-S.F. DEPART. Australia-S. F. Hongkong Maru-S. F Maraposa-S. F.

DIAMOND HEAD, August 8. Weather Clear, Wind Fresh, North East.

China-S. F.

Australia-S. F.

Warrimoo-Victoria

Doric-S. F.

predicament of the Dunreggan, and so it was quite a time before a line was got from the vessel to the tug. A wire hawser was sent aboard the Iroquois, getting it aboard pulled the stern of the bark so that she laid broadside to the sea. The Iroquois' anchor, which 20% net on selling price, a return to port, leaving the Fearless still hooked on and pulling for all she was

Captain Pond brought a request to the agents from the commander of the Fearless to send a crew of stevedores out to discharge some of the cargo. Before the tug arrived, however, arrangembents had been made for doing this, and the J. A. Cummins with a left the wharf and started for the gang of sixty men was sent to the Dunreggan. The men were put aboard to eleven she was alongside and had a and the work of the jettisoning of the tow line ready to put aboard. Captain cargo began in earnest. The vessel and Brokaw did something that made the her cargo are valued in the neighborhair of the landsmen aboard his vessel | hood of \$25,000. The captain of the stand on end. He backed his tug right | Fearless made the arrangement that if up to the bow of the Dunreggan and he did not get the Dunreggan off the spoke to the captain. The skipper of rocks he would not get a cent for his the bark was willing to have assistance, trouble, so he stayed with her, working

captain demurred, but finally agreed to whether or not the vessel will be sav- lot 75x120, only \$3500.00, on take the tow, leaving the salvage price ed. It is probable that if sufficient of of the vessel to a board of arbitration her cargo can be taken out before her easy terms, a snap. with the understanding that if the bark bottom is seriously injured that she was not pulled into deep water the tug | will be brought into port safely.

At last accounts the vessel seemed to A steel wire hawser was taken from be balanced as if on a pivot, resting The Dunreggan is commanded by

Captain Honeyman. She is comparatively a new vessel, having been built in 1892 at Troon by the Ailsa Ship Building Co. She is a steel bark of 1630 tons register, is 256 feet long, 35 feet wide and 21 feet deep. Her moulded depth is 22 feet, 11 inches. She is owned by T. C. Guthrie of Glasgow.

ARRIVED.

Wednesday, August 8. Stmr. Waialeale, Green, from Hanamaulu. Stmr. J. A. Cummings from Koolau

DEPARTURES.

Wednesday, August 8. Am. sch. Robert Lewers, Underwood, for San Francisco in ballast. Am. sp. Marion Chilcot, Weeden, for the Sound in ballast. TO SAIL TODAY.

Stmr. Noeau, Wyman, for Lahaina Honokaa and Kukuihaele, at 10 a. m. Gas. sch. Eclipse, Henningsen, for Kauai ports at 5 p. m. Stmr. Waialeale, Green, for Hanamaulu at 5 p. m.

MEMORANDA.

The yacht Helene is being overhauled and painted.

The Robert Lewers and the Marion Chilcot left for the Coast yesterday. Several of the Dirigo's men are in jail. They will be put on their vessel just before they sail.

The Noeau sails for Lahaina, Hotokaa and Kukuihaele today at 10 a. m. The Waialeale leaves at 5 p. m. for Hanamaulu. The Chinese firemen on the tug Eleu

struck last night on account of the great amount of overtime for which they get no pay. The big ship Dirigo will sail today

for the Coast with a full load of sugar. will sail for the Sound. George Harbottle and Kanekua, two of the crew of the Kinau, are to be

tried on Monday for the theft of liquor which was taken from the cargo. It is the opinion of a great many along the water front that the hulk of the William Carson has been washed

ashore and is quietly resting on the The Britash bark Dunreggan, 143 \$10.00 per month. days from Liverpool, with a cargo of Portland cement and nitrate, went aground off Diamond Head early yes-

terday morning. The Waialeale , from Hannamaula, arrived yesterday. She reports very stormy weather all along the coast. When she left Kauai there were over

11,000 bags of sugar there. The British ship Kilmory, on her way to this port from London, spoke the American ship Roanoke, from Baltimore to San Francisco, the Britilsh ship Cairnmore, bound for Calcutta, the Riversdale, for San Francisco, and

the steamer Parthea. The ship Kilmory, from London, had some very rough experiences on the trip here. She was off the Horn for forty days and encountered some very heavy weather and head winds. Had she had good luck at the Horn the Kil-mory would have been here a month ago. On one trip here she made the voyage in 98 days.

The job printing department of the Robert Grieve Printing Company has bious and looked as if he rather gus-pected a Yankee trick of some kind who have so successfully served the

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